

SURVEY OF ROAD FROM GREEN BAY TO COPPER HARBOR.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING

A report of the Colonel of the Corps of Topographical Engineers, relative to survey of road from Green bay to Copper harbor.

JANUARY 2, 1845.

Read, and laid upon the table.

WAR DEPARTMENT, December 31, 1844.

SIR: In answer to a resolution of the House of Representatives of the 26th instant, requiring the Secretary of War "to inquire into the expediency of making a survey of a road from Green bay, in the Territory of Wisconsin, to Copper harbor, in the State of Michigan," I transmit, herewith, a report of the colonel of the corps of topographical engineers. It will be seen that the report of Colonel Abert contains estimates of the distance and cost of a road adapted to military purposes; but as the resolution seems to refer only to a survey, it is believed the estimates now before Congress will be sufficient to enable this department to make such survey during the next season, when the whole subject can be more fully presented.

Very respectfully, your obedient servant,

WM. WILKINS,
Secretary of War.

HON. JOHN W. JONES,
Speaker of the House of Representatives.

BUREAU OF TOPOGRAPHICAL ENGINEERS,
Washington, December 30, 1844.

SIR: The resolution of the House of Representatives of the 26th instant, upon which I have been directed to report, requires that the Secretary of War "inquire into the expediency of making a survey for a road from Green bay, in the Territory of Wisconsin, to Copper harbor, in the State of Michigan."

Copper harbor is situated about midway of lake Superior, and has been lately adopted for a military station on that lake. Green bay is the nearest point of communication with the settlements on lake Michigan, and the point upon which Copper harbor has to depend for supplies and means of communication with the interior, for nearly six months of each year. The expediency of a road, therefore, connecting these two places, seems to be highly important.

The distance by direct line between these places is about 206 miles, but it is highly probable that the necessary bendings of a road would make the distance to be travelled about 220 miles.

As it would be a military road, intended for military purposes, the mere survey of it could be made out of the estimate now before Congress for surveys for military purposes. But in a road as necessary as this, it may probably be desirable to save time; and, therefore, to introduce in some law during the present session an appropriation for its construction. An estimate for such a purpose cannot be made with great accuracy, without the data of a preliminary survey. But, adopting the average estimated cost from about 690 miles of road similar to what this should be, in that Territory, the road from Green bay to Copper harbor will cost about \$170 the mile. The road to be opened four rods wide, with trees, &c., removed for two rods wide; embankments made over wet ground, and ditches where necessary. Also, timber bridges over streams encountered; and, where stone is convenient, the abutments of these bridges to be of rough rubble work. A road of this kind, and for the distance stated, will cost \$37,400.

Very respectfully, sir, your obedient servant,

J. J. ABERT,

Colonel Corps of Topographical Engineers.

HON. WILLIAM WILKINS,

Secretary of War.